

# What a Leader needs to know about Motorcycle Safety

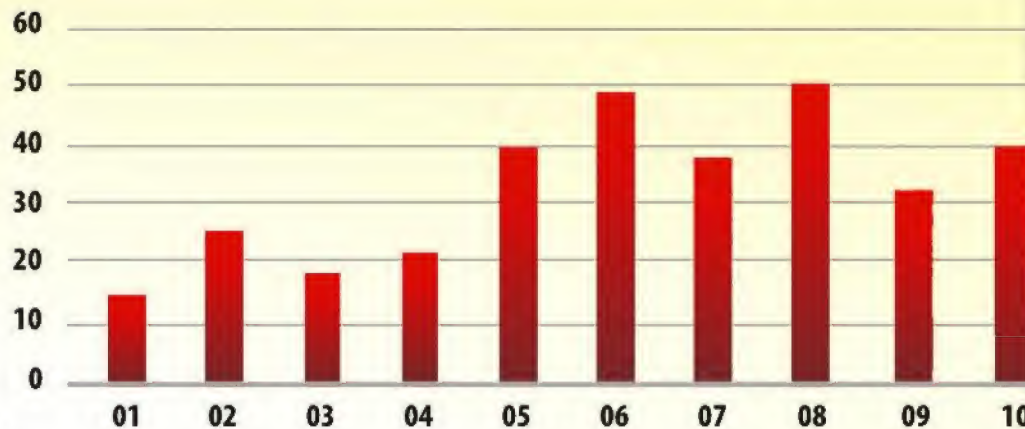




# Problem

Motorcycling has become increasingly popular in the Army. There is an ever increasing number of Soldiers purchasing and riding motorcycles resulting in an increase in motorcycle accidents and fatalities. As accidents increase, Leaders must find ways to enhance motorcycle safety within their formations. Motorcycling can be very dangerous. With proper training and preparation, we can reduce accidents and make riding motorcycles *fun rather than fatal*.

## Motorcycle Fatalities by FY





# Motorcycle Fatalities

**FY10**

## Deployment History

Days Since Redeployment	Total	Percent of Total
< 30 Days	0	0
30-90 Days	2	5
91-180 Days	6	15
181-365 Days	3	8
> 365	16	40
No Deployment	12	30
Mid-Deployment	1	2
Total	40	100

As of 30 Sep 2010



# Pre-purchase Requirements

## AR 385-10, Chapter 11-9

### b. Motorcycle training.

(1) Prior to operation of any motorcycle, Army personnel will successfully complete a Motorcycle Safety Foundation (MSF) or MSF-based approved motorcycle rider safety course. **Commanders are not authorized to waive or defer the training.**

The Experienced Rider Course (ERC) and Military Sportbike Rider Course (MSRC) are not currently required as per AR 385-10.

These courses are offered at installations in CONUS and OCONUS. Both courses are designed to provide additional riding skills for experienced motorcycle riders. It is highly encouraged that both courses be taken to ensure sportbike riders have adequate training.



# **Purchasing a Motorcycle?**

## **What Leaders should ask their Soldiers:**

### **■ Reasons for purchasing a bike:**

- **Why do you want a bike?**
  - ✓ **Pleasure?**
  - ✓ **Affordable transportation?**

### **■ Primary use for your bike?**

- ✓ **Weekends/for enjoyment?**
- ✓ **Trips?**
- ✓ **Commuting to and from work?**

### **■ Have you determined the overall cost?**

- ✓ **Intitial cost of the bike?**
- ✓ **PPE?**
- ✓ **Insurance?**



# **Purchasing a Motorcycle?**

## **What Leaders should ask their Soldiers:**

### **■ What level of training have you had?**

- ✓ Basic Riders Course (BRC)
- ✓ Experienced Riders Course (ERC)
- ✓ Military Sportbike Riders Course (MSRC)

### **■ Finding the right fit:**

- What Motorcycle is right for you?
  - ✓ Sport?
  - ✓ Standard?
  - ✓ Cruiser?

### **■ Personal Protective Equipment (PPE)**

- What safety gear do you have?

### **■ Prevention of Crashes**

- What are you going to do in order to stay accident free?

# Street Motorcycles



**TOURING**



**CRUISER**



**SPORT**



**SCOOTER**



**STANDARD**



# Off-Road Motorcycles

**ENDURO**



**(Recreational trail riding)**

**MOTOCROSS**



**(closed-course competition)**

**DUAL-PURPOSE**



**(Adventure Motorcycle)**

**TRIALS**



**(low-speed skills competition)**



# **What to look for when inspecting a Soldier's motorcycle?**

## **Why do I have to Inspect?**

### **DoDI 6055.4 excerpt:**

**E3.1.3. The DoD Components may authorize installation commanders to require annual safety inspections of privately owned motor vehicles, regularly operated on the installation, which are not covered by a State inspection program.**

### **AR 385-10 excerpt:**

**11-8. Unit privately owned vehicle safety inspections Unit commanders will ensure that unit POV safety inspections are conducted for their Soldiers. Reinspections should be conducted when unsafe conditions are identified. Vehicle inspections should include verification of motorcycle rider training, licensing, and PPE.**



# What to look for when inspecting a Soldier's motorcycle?

What can I use to help me inspect?

## T-CLOCS<sup>SM</sup> Inspection Checklist



T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear

[https://safety.army.mil/Portals/povmotorcyclesafety/docs/T-CLOCS\\_Inspection\\_Checklist.pdf](https://safety.army.mil/Portals/povmotorcyclesafety/docs/T-CLOCS_Inspection_Checklist.pdf)



# What PPE should I look for?

What can happen if you don't have the right gear?



## What's required?

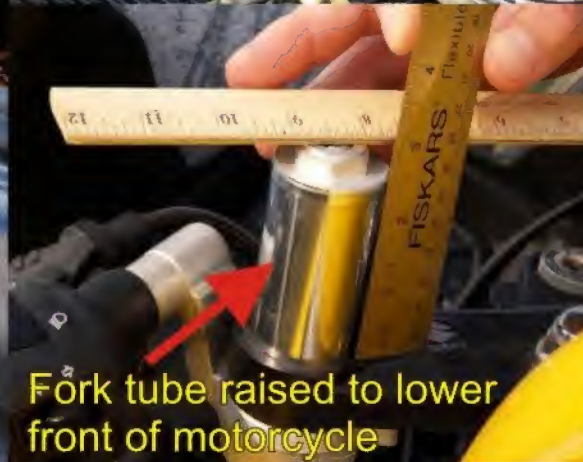
- (1) Helmets, certified to meet DOT Standards  
Helmets are considered the single most important item of PPE.
- (2) Impact or shatter resistant goggles, wraparound glasses, or fullface shield.
- (3) Sturdy footwear, leather boots or over the ankle shoes.
- (4) A long sleeved shirt or jacket, long trousers, and full fingered gloves or mittens designed for use on a Motorcycle.
- (5) For on—road operations, a brightly colored, outer upper garment during the day and a reflective upper garment during the night. Military uniforms do not meet this criterion.

For additional information ref AR385-10 Chapter 11 para 11-9 d



# Modifications to look for?

The types of modifications that riders apply to their motorcycles are far too numerous to list. From nitrous bottles, air ride suspensions, to stretched swing arms; there is almost no limit, other than money. Unfortunately, many riders do not understand the negative effects of the modification to include degraded handling, accelerated component wear, and the legal ramifications.





# Conclusion

- **Leaders need to ensure their riders understand the requirements to operate their bike both on and off the installation**
  - ✓ **Make sure they get the right training**
  - ✓ **Wear the right equipment**
  - ✓ **Are properly licensed**
  - ✓ **Ride within their limitations**
  - ✓ **Understand what a modification does to the handling of their bike**
- **Use the Motorcycle Agreement in the POV Toolbox to establish a rider to Leader bond**
- **Ensure novice riders are paired with more experienced riders in the unit and a member of a Motorcycle Mentorship Program (MMP)**
- **If your unit does not have an MMP, form and support one**
- **Work with the dealers and riding groups in the local community for support and assistance in developing a solid riding program**
- **Riders as well as Non-riders need to educate themselves on the sport of motorcycling to remain relevant, ready, and safe**